

The Hong Kong Daily Press.

No. 7846 號六十四百八十七第

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HONGKONG, THURSDAY, FEBRUARY 8TH, 1883.

四年禮

號八月二英香港

[PRICE \$2 PER MONTH]

SHIPPING.

ARRIVALS.
February 7. ALBATROSS, British steamer, 366,
Goddard, Taiwan 4th February, and
Amoy 5th, General—DUGLAS LAPRAIK & Co.

February 7. POSANG, British steamer, 980,
Irvine, Shanghai 4th February, General—JARDINE, MATHERSON & Co.

February 7. NAMAO, British steamer, 363,
Geo. Westby, Poole 4th Jan., Amoy
5th, and SWATOW 6th, General—DUGLAS LAPRAIK & Co.

February 7. SAULTER, French steamer, 323,
Biarri, Haiphong and Hulow 6th Feb.,
General—SHING LOONG.

February 7. GLENAGLES, British s'r., 1,839,
J. K. GASSON, London 23rd Dec., and
Singapore 31st Jan., General—JARDINE, MATHERSON & Co.

February 7. VELICO, Spanish cruiser, T.
M. Wartella, Manila 3rd Feb.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE,
FEBRUARY 7TH.

Belgic, British s'r., for San Francisco.

Gaffettian, British s'r., for Melbourne.

Fo-tung, British s'r., for Bangkok.

Albany, British s'r., for Saigon.

DEPARTURES.

February 7. ULSESS, British steamer, for
London.

February 7. XEISHIN, Chinese steamer, for
Shanghai.

February 7. SWIFT, British g.b., for Canton.

February 7. SCHWAN, German brig, for Iloilo.

February 7. POSANG, British steamer, for
Canton.

February 7. MARIS, German bark, for Che-
foo.

February 7. CATTERTHORN, British steamer,
for Melbourne, &c.

February 7. ALEXAN, British steamer, for
Saigon.

February 7. LUTIN, French g.b., for a cruise.

February 7. KWONG-LOO, British steamer,
for Saigon.

PASSENGERS.

ARRIVED.

Per ALBY, s'r., from Taiwan Foo, &c.—Mr.
Chamberlain, and 15 Chinese.

Per ALBY, s'r., from Coast Ports—Captain
Don, Messrs. Dale, C. D. Smith, (in Kya Paing,
Chapakwai), 2 Europeans and 33 Chinese, deck.

Per GLENAGLES, s'r., from London, &c.—Mr.
Taylor and child, Mr. and Mrs. Dyer, Mr. and
Mrs. Eustace, Messrs. Beau, Shaw, Aymer,
Meyer, and Ferguson, and 20 Chinese.

DEPARTED.

Per BELVO, s'r., from San Francisco.—Messrs.
A. F. Smith and E. Klapffer, and 18 Chinese.

REPORTS.

The British steamer ALBY reports from Tai-
wan Foo to Amoy strong N.E. breeze and high
water. From Amoy to Breaker Point strong N.E.
breeze and overcast. Thence to Singla Island
moderate to light N.E. breeze and fine weather.
Thence to port fresh Northern winds and cloudy
weather.

The British steamer NEMO reports left Foo-
chow 4th, Amoy 5th, and Swatow 6th inst., and
experienced moderate mists and fair weather
throughout. In Foochow H.D.M.'s Red Star
and British yacht MARIES. In Amoy s'r.
Bengie, Foochow, Amoy g.b. ASKULOF, and Gen.
S. Storck, and Swatow, etc. On the 6th inst.,
passed s'r. Foochow off Cape of Good Hope. On
the 7th passed s'r. Yehsin of Nine Pin.

NAGASAKI SHIPPING.

JANUARY—ARRIVALS.

21. Himsay, British s'r., from Kobe.
22. KWONG-LOO, British s'r., from Shanghai.
23. CHIN-CHIA, British s'r., from Shanghai.
24. TOKIO MARY, Japanese s'r., from Kobe.
25. KAMAKOTO MARY, Jap. s'r., from Kobe.
26. BRITAN, German s'r., from Shanghai.
27. KAMAKOTO MARY, Jap. s'r., from Yama.
28. SAWADA, British bark, from Hongkong.
29. SUNDAY MARY, Jap. s'r., from Hongkong.
30. MARION, British s'r., from Hongkong.
31. MARION, British s'r., from Hongkong.
32. TAKAHASHI MARY, Jap. s'r., from Hongkong.
33. GOKKA MARY, Jap. s'r., from Shantung.
34. TOYOSHIMA MARY, Jap. s'r., from Yama.
35. KUNIMOTO MARY, Jap. s'r., from Yama.
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NOW READY.
CHRONICLE & DIRECTORY
FOR
CHINA, JAPAN, PHILIPPINES, BOHEMIA,
STRASBOURG, COCHIN
CHINA, SIAM, &c.
FOR 1883.
With which is incorporated
THE CHINA DIRECTORY.

The issue for 1883 which is the
Twenty-Fifth Annual Publication,
has been considerably enlarged, both in the
Directory proper and in the Appendix. The
ports in BOHÈME have been added to the
former; whilst the latter includes in addition
to the usual contents, the Treaty between
BRAZIL and CHINA, the new regulations
for the overland trade between RUSSIA and CHINA, the
Revised Consular Regulations for
the Treaty Port of China, Pilotage Regulations
and other additions.

The ALPHABETICAL LIST OF FOREIGN
RESIDENTS AND their addresses
in the CHRONICLE AND DIRECTORY
contains the following Lithographed MAPS
and PLANS:-

CODE OF SIGNALS IN USE AT VICTORIA PEAK,
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
NEW MAP OF THE FAR EAST.
PLAN OF THE CITY OF CANTON.
PLAN OF THE FOREIGN SETTLEMENTS AT
SHANGHAI.

PLAN OF YOKOHAMA.
MAP OF THE TOWN AND ENVIRONS OF
SINGAPORE.

The large Edition consists of over ONE
THOUSAND pages of printed matter. It is in
disseminated in every Merchantile Office in the
Far East and will be found a useful guide to
those travelling either on business or pleasure.

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single edition \$3.

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37 Park Row.

Daily Press Office, 25th January, 1883.

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CHEMISTS.

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and his Royal Highness the
DUKE OF EDINBURGH,

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And
AERATED WATER MAKERS.

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PASSENGER SHIPS SUPPLIED.

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Orders, it is particularly requested that all
business communications be addressed to the
Firm, A. S. WATSON AND CO.,
HONGKONG DISPENSARY. [23]

NOTICES TO CORRESPONDENTS.—
Communications on Editorial matters should be
addressed to "The Editor," and those on business to "The
Manager," and not to individuals by name.

Correspondents are requested to forward their
name and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.

All letters for publication should be written on one
side of the paper only.

Advertisements and Subscriptions are not
allowed for a fixed period will be continued until
terminated.

Orders for extra copies of the Daily Press should
be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

The Daily Press.

HONGKONG, FEBRUARY 8TH, 1883.

It is curious to note the difference in the
reception by the populace in China of what
is known as a genuine Government-under-
taking with that accorded to a private enter-
prise of the same character. The determined
opposition offered by the peasantry near
Whampoa to the construction of the Canton-
Kowloon Telegraph line for so long a period
contrasts very strikingly with the weak ac-
ceptance of the inevitable displayed by the
people of those portions of the provinces of
Chihli, Shantung, and Kiangsu through
which the telegraph from Tientsin to Shanghai
passes. In his report on the trade of
Chinkiang for 1881, Mr. E. B. Moorehead,
Commissioner of Customs at that port, refers
at some length to the construction of the
Tientsin-Shanghai line. It was commenced
about the end of June, 1881, and finished by
the end of November of the same year. Many difficulties were encountered by the
constructors, such as laying a cable a mile
and a quarter in length across the river
Yangtze and shorter ones across creeks,
canals, and islands, but no obstacles were offered
by the people along the whole length, nigh
on to a thousand miles. Bad roads render-
ing the carriage of poles and material
tedious, and inundations which impeded
the work, were sufficiently trying, but the
construction party worked on unobstructed,
and soon triumphed over all obstacles. Mr.
Moorehead says that "the length of the line
is 2,814 li (933 miles), and the number of
poles used in its construction was 19,693."

Soldiers were attached to each working
party as labourers, and as a guard to the
foreign engineers, but their services in the
laborious capacity were never required; indeed,
the people, both in the towns and the coun-
try, seemed to view the construction of the
line with complete indifference, nothing
was heard of *fengshui*; possibly the qual-
ity of the line in respect to it were
improved by the ominous proclamation
affixed to each pole, threatening punish-

"ment to any who should tamper with poles
or wire; possibly the villagers decided, with
characteristic shrewdness, that the heavy
hand of their bodily rulers and the uncer-
tain vengeance of shadow, if malignant,
demons, the latter was the smaller risk to
run." The branch line between Chinkiang
and Nanking was planned and executed entir-
ely without foreign labour or superintendence,
and was also successfully carried out
without the slightest opposition from the
inhabitants of the district through which it
passed. Perhaps the people of South China
are less amenable to the control of the Au-
thorities, or have stronger associations concern-
ing the disturbance of *fengshui*, or it may be
that the mandarins further north have a
heavier hand and are ready to strike. Or
again—and this seems to us to be the
true explanation of the matter—the Chinese
officials are not inclined to exert their autho-
rity to repress opposition, when it is merely
shown against private undertakings. When
the projected Amoy-Fowshow overland tele-
graph line was in course of construction in
1875, the peasantry along the route did
all they could to impede the work, by
tearing down the poles, stealing the wires
and materials, and annoying the construct-
ing party in every way possible. The result
was that, after the line had been made over
to the authorities, and it was arranged that
it should be constructed for them, it had
finally to be abandoned owing to the ob-
stacles raised by the villagers. Yet there is
no room to doubt that the Fukien man-
darins could, had they wished to do so, have
soon crushed opposition, and compelled the
population to cease their depredations and
attacks on the line. Similarly we believe the
Kwangtung Authoritatis were at best lukewarm
in their protection of the Canton-
Kowloon Telegraph line, or the villagers
near Whampoa would not have displayed
such boldness. Had the line been a Govern-
ment work such proclamations would have
been issued as would have most effectually
detected the peasants from interfering with
its construction. As the work has at length
been again resumed, and the scene of the
disturbances safely passed, it is to be
presumed that no further obstacles to the
completion of the line to the frontier of
British Kowloon will be permitted.

The French gunboat *Lutin*, Captain Rouvier,
left here yesterday for a cruise.

To-day being Chinese New Year Day, there
will be no issue of the Daily Press to-morrow.

H.M. double-screw gun-vessel *Swift*, Com-
mander Collins, left here yesterday for Canton.

The Banks and Government Offices will be
closed for the transaction of business to-day,
Chinese New Year Day.

The Agents (Messrs. Jardine, Matheson & Co.)
inform us that the steamer *Amoy*, from Cal-
cutta, is to leave Singapore this morning for this
port.

The American schooner *John Smith* and the
German barque *Erkönig* were undocked at San-
chuan yesterday, and the German steamer
Deco docked there.

We have to acknowledge receipt of a work in
three volumes by Dr. Kerr, of Canton, printed
in Chinese, entitled "Theory and Practice of
Medicine," consisting of "Principles of the
Science of the Heart," another with "Diseases of
the Liver, Spleen, &c." These treatises should
ensure a large sale among the Chinese.

The Foochow *Herald* says that a fire of a very
alarming description broke out on the night of
the 25th ult., upon the premises a little beyond the
Long Bridges of that port. The fire originated
in a paper store, and was occasioned by an assist-
ant carelessly knocking the ashes out of his
bamboo pipe. The conflagration, which was at first
after seven o'clock, raged with considerable
fury for nearly two hours, and was not extin-
guished until eleven o'clock had been rung to
the ground. The damage is roughly estimated
at \$900,000.

On the way in which Chinese opinion is ad-
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Lay, on the trial of Newchwang for 1881, fur-
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from the country in square, or perhaps more
correctly speaking, oblong, and each side
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COMMERCIAL INTELLIGENCE.

WEDNESDAY, 7th February.

EXCHANGE.

ON LONDON.—Bank Bills, at demand.....378
Bank Bills, at 30 days' sight.....373
Bank Bills, at 4 months' sight.....373
Credits, at 4 months' sight.....374
Documentary Bills, at 4 months' sight.....374ON PARIS.—Bank Bills, at demand.....457
Credits, at 4 months' sight.....467

ON BOMBAY.—Bank, 3 days' sight.....238

ON CALCUTTA.—Bank, 3 days' sight.....238

ON SHANGHAI.—Bank, sight.....73

Private, 30 days' sight.....73

SHABAS.

Banks have assumed a slightly firmer tendency—sales made to-day of 190 and 191 per cent. premium for the end of the month, 192 per cent. for the end of April, closing with buyers at 189 per cent. for cash. Stocks have been placed at 49 per cent. prem. for cash and sugars at \$197 for the end of the month and \$200 for the end of March.

Hongkong and Shanghai Bank Shares—155 per cent. premium or New Year.

Hongkong and Shanghai Bank Shares—New Year—145 per cent. premium.

Union Insurance Society of Canton, Limited—\$1,350 per share.

China Traders' Insurance Company's Shares—\$1,310 per share.

North China Insurance—Tls. 1,225 per share.

Yangtze River Insurance Association—Tls. 570 per share ex Dividend.

Chinese Insurance Company, Limited—\$220 per share.

On Tai Insurance Company, Limited—Tl. 148 per share.

Canton Insurance Office, Limited—\$133 per share.

Hongkong Fire Insurance Company's Shares—\$1,150 per share.

Chinese Insurance Company's Shares—\$323 per share.

Hongkong and Whampoa Dock Company's Shares—49 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$300 premium ex dividend.

Indo-China Steam Navigation Co.'s Shares—par.

China and Manilla Steamship Company, Limited—\$30 per cent. premium nominal.

Hongkong Gas Company's Shares—\$82 per share.

Hongkong Hotel Company's Shares—\$125 per share.

China Sugar Refining Company, Limited—\$197 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—\$115 per share.

Hongkong Ice Company's Shares—\$170 per share.

Hongkong and China Bakery Company, Limited—\$85 per share.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—2 per cent. prem.

Chinese Imperial Loan of 1881—22 per cent. prem.

Chinese Imperial Loan of 1874—Nominal.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & CO'S REGISTER.)

February 7th.

Barometer.....80.388

Barometer—1.1. Meteorological.....80.303

Barometer—4.1. Meteorological.....30.924

Thermometer—1 P.M.4

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CHINA COAST METEOROLOGICAL REGISTER.

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